

POMRIL
Pure Non-alcoholic
APPLE JUICE.
Per Dozen Quarts \$6.00.
Per Dozen Pints \$3.50
H. Price & Co.

The China Mail

ESTABLISHED 1845.

CLUB WHISKY
Finest Value in the Colony.
\$14.00 Per Dozen.
H. Price & Co.

No. 13,166. 號三十月六年五零百九千一英 HONGKONG, TUESDAY, JUNE 13, 1905. 日一十月五年巳乙 PRICE, \$3.00 Per Month.

MACEWEN, FRICKEL & CO.
FORWARDING DEPARTMENT.
REGULAR Weekly Departures for EUROPE.
Parcels and Goods shipped to all parts of the World.
All Expenses, including Duty and other destination charges, may be paid by sender, or otherwise as desired.
Goods received for Storage, Packing, Shipment or Transhipment.
Estimates for Freight and other charges upon receipt of Cargo Capacity, Contents, Weight and Value.
CHINA PARCEL EXPRESS.
Office—3, DUNDRELL STREET, Hongkong, December 5, 1904. 1915

Intimations.
LOST.
ON Sunday, June 11th, at 11 A.M., One GREY AFRICAN PARROT with Red Tail, which flew away in the direction of Sharp's Hospital, Mount Kellet.
A Reward of \$10 is offered to finder who returns the Parrot to owner.
H. R. PHELIPS, Bungalow, 72, Mount Kellet.
Hongkong, June 12, 1905. 1140

COMMERCIAL UNION ASSURANCE CO., LTD.
ASSETS EXCEED \$70,000,000.
FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE and FIDELITY Guarantee Policies issued at Lowest Current Rates.
W. H. TRENCHARD DAVIS, Branch Manager & Underwriter.
Hongkong, June 9, 1905. 1128

NIPPON LAUNDRY.
No. 52 and 53, PRAYA EAST.
ALL Work done in this Establishment is promptly executed. Neatness a Specialty. Ironing and Washing done by experienced Japanese. Prices Moderate.
G. MONYÉ, Proprietor.
Hongkong, February 13, 1905. 308

ROYAL HAIRDRESSING SALOON.
No. 14, BEACONSFIELD ARCADE.
WE beg to notify the Public generally of Hongkong that we have just OPENED a First-class Tonsorial Hall at the above address. We make Cleanliness a Specialty.
Y. K. BAKENILLA, Proprietor.
Hongkong, April 19, 1905. 453

ROYAL TOBACCO FACTORY.
8, BEACONSFIELD ARCADE.
HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco direct from Egypt by every mail. A Trial Order will satisfy the most sceptical. We defy competition.
T. E. F. SPYROPULOS, Proprietor.
Hongkong, February 16, 1905. 325

S. MOUTRIE & CO., LD.
PIANO AND ORGAN MANUFACTURERS.
14, QUEEN'S ROAD, FIRST FLOOR.
HAVE just received a shipment of second hand Pianos from \$200 upwards, and a written guarantee for a test period of TWO Years given for each instrument.
A large consignment of records at the low figure of \$1.80 each, 5% off wholesale orders.
The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.
WE DEFY COMPETITION.
INSPECTION INVITED.
Hongkong March 3, 1905. 458

THE POPULAR SCOTCH IS BLACK & WHITE
JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
and
HER MAJESTY THE PRINCESS OF WALES
Supplied at all the Leading Clubs and Hotels, and to be obtained from LANE CRAWFORD & Co., Queen's Road Central.

BOVRIL
gives you Strength.
To be obtained at all Grocers, Chemists, Hotels, &c. throughout Hongkong, China and Japan

Business Notices.
W. S. BAILEY & CO.
SOLE AGENTS FOR
THE PULSOMETER ENGINEERING CO., LD.
STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.
Hongkong-Canton Line.
s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. FOWAN, 2,383 tons, Captain R. D. Thomas.
s.s. FATSHAN, 2,260 tons, Captain W. A. Valentini.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,993 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,988 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m. Cheap Excursions on Sundays for s.s. HONAM, leaving Hongkong at 9 a.m., and returning from Macao at 7 p.m.
Canton-Macao Line.
s.s. LUNGSHAN, 210 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

Canton-Wuchow Line.
s.s. SALNAM, 568 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain O. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.
Hongkong-Wuchow Line.
The Twin Screw Steamer LINTAN, 873 Tons, Captain B. Branch, Makes a Round Trip to Wuchow (calling at all ports en route) and back, This Fine New Steamer.
Further particulars may be obtained at the Office of the:
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE, Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.
PRIVATE HOTEL CENTRALLY SITUATED.
THREE MINUTES' WALK FROM POST OFFICE.
SPECIAL TERMS FOR MONTHLY BOARDERS.
RATES MODERATE.
Hongkong, September 6, 1904. 1635

HARRIS KEENEY COMPANY
BEG to announce that they HAVE OPENED a SHOW ROOM in PEDDER STREET, Next to the Post Office, just opposite the main entrance to the Hongkong Hotel, with a full line of High-grade FIDRE, RATTAN and HARDWOOD FURNITURE, etc., etc.
DON'T FORGET THE LOCATION.
Hongkong, April 22, 1905. 19

CLARK'S STUDIO,
4, ICE HOUSE STREET.
PORTRAITURE IN ALL STYLES.
AMATEUR WORK A SPECIALITY.
Hongkong, October 5, 1904. 1812

FIVE POINTS
ABOUT
'SINGER' SEWING MACHINES.
PRICES CHEAPER THAN AT HOME.
FIVE YEARS' GUARANTEE.
FREE INSTRUCTION.
EASY PAYMENTS.
FREE REPAIRS AND OILING.
Hongkong, March 23, 1905. 1262

CARLTON HOUSE HOTELS,
No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER.
Hongkong, April 18, 1905.

Business Notices.
BELL'S ASBESTOS
EASTERN AGENCY, LTD.
ENGINE PACKINGS AND JOINTINGS
FOR HIGH OR LOW PRESSURES.
PUMP PACKINGS.
OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

LANE CRAWFORD & CO.
NEW STOCK OF
CABIN TRUNKS,
SOLID SOLE LEATHER,
CANVAS, WOOD, &c.
A LARGE SELECTION OF
KIT BAGS, SUIT CASES,
AND EVERY REQUISITE FOR TRAVELLERS.
LANE, CRAWFORD & CO.

The Peak Hotel
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL
HONGKONG, JUNE 27, 1905.

STAG HOTEL,
148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED.
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
HONGKONG, NOVEMBER 3, 1904. 1985

KELLY & WALSH, LTD.
THE RUSSO-JAPANESE WAR ILLUSTRATED; Part 8, \$1.25
New Map of Manchuria, E. China and Korea and Parts of Transbaikalia and Amur Provinces, 1.75
From Tokyo Through Manchuria, with the Japanese Navy, by F. T. Jane; 80 Illustrations, 18.50
Free Opinions Freely Expressed, by Mario Corbelli, 1.75
The Storm of London, by F. Dickberry, 1.75
Sandy, by Alice Hegar Rice, 1.75
Roger Trowinton, by J. Hocking, 1.75
A Modern Utopia, by H. G. Wells, 1.75
Eccentric, by Frank Danby, 1.75
The Flute of Pan, by John Oliver (Hobbs), 1.75
The Trumpet, by A. E. W. Mason, 1.75
The Marriage of William Ash, by Mrs. Humphrey Ward, 1.75
The Wonders of Life, by Ernst Haeckel, 4.70
The Design of Beams, Girders and Columns, by W. H. Atterton, 5.25
Colonial Office List, 1905, 9.00
Hazzell's Annual, 1905, 3.00
YACHTING IN HONGKONG, by F. H. MAY, C.M.C., 5.00

CLUB No. 1 WHISKY
SOLD IN THE COLONY.
WE CALL IT No. 1 BECAUSE IT IS SO IN EVERY RESPECT.
IT IS OF GREAT AGE.
MATURED IN SHERRY CASKS.
MELLOW, SLIGHTLY SMOKY, AND DISTILLED FROM PURE MALT.
BOTTLED AT HOME BY THE DISTILLERS.
DO NOT FORGET WHAT THIS MEANS.
\$18.00 Per Dozen.
GREGOR & CO.,
34, QUEEN'S ROAD CENTRAL, FIRST FLOOR.
Hongkong, June 13, 1905. 2180

Business Notices.
GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT
Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.
\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,
GENERAL MANAGERS.
Hongkong, March 7, 1905. 2653

FAIRALL & CO.
SEASON'S NOVELTIES
IN ALL DEPARTMENTS.
NEW CONSIGNMENT OF
CHILDREN'S SHOES & SANDALS.
DRESSMAKING A SPECIALITY.
22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.
Hongkong, May 20, 1905. 1098

HONGKONG HOTEL.
UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,
QUEEN'S ROAD CENTRAL.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply
THE MANAGER. 33

THOMAS' HOTEL.
A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER. 1413

'NESTOR' SANITARY FLUID.
A CHEAP AND RELIABLE DISINFECTANT
IN ONE GALLON AND FIVE GALLON TINS.
THE VICTORIA DISPENSARY,
Queen's Road Central, Hongkong.

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.
NEW STOCK JUST LANDED.
Foster's Self Playing Bridge Cards. Quill Tooth Picks.
Date Stands. Patent Envelope Fasteners and Red Seals.
Combined Box Snow White Correspondence Cards and Envelopes.
Sultan and Pasha Egyptian Cigarettes. Letter Balances. Scrap Albums.
Lawn Bowls. Croquet. Hockey Balls. Punching Bags. Golf Balls.
Copying Presses—Great Variety—All Sizes.

SOLE AGENTS IN CHINA FOR THE BLICKENSDERFER TYPEWRITER
Model No. 5—\$85.00. Model No. 7—\$125.00.
Quite New. View Book of Hongkong, &c. \$1.00. Post Cards of Hongkong.

SUMMER DRINKS.
HOCKS, WHITE WINES
AND
SAUMUR WINES
MIX EXCELLENTLY WITH AQUARIUS WATER.
Caldbeck, Macgregor & Co.,
WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD.
Hongkong, June 6, 1905. 2180

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
4, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
4, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1, HIRAKAWA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: 1, PRINCE'S BUILDING, 102 HONG STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Fort Arthur, Seoul, Chomulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Madozaki, Kure, Shimotsu, Moji, Waka-
matsu, Kanagawa, Nagasaki, Kuchinotsu, Sasebo, Matsuyama, Miike, Hakodate,
Taipei, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A.I. Codes.)

CONTRACTORS OF COAL TO THE Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS OF THE FAMOUS MIKE, TAGAWA, YAMANO, and IIDA COAL MINES.
SOLE AGENTS FOR HOKOKU, HONDO, KANADA, FUJINOKI, MAMODA, MAMOURA,
ONARA, OHSU, SASAHARA, TSUBAKURO, YOSHINOBU, YOSHIO, YUKIOBARA, and other
Coals.
S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

WELLINGTON KNIFE POLISH
WELLINGTON SILVERSMITHS
BLACK LEAD SOAP FOR CLEANING PLATE
POLYBRILLIANT METAL POMADE

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

ENO'S

A SIMPLE REMEDY.
FOR ALL 'FRUIT IMPURITIES'

OF THE BLOOD. **SALT.**

'It is not too much to say that the merits of
ENO'S 'FRUIT SALT' have been published, tested, and
approved, literally from Pole to Pole, and that its
cosmopolitan popularity to-day presents one of the
most signal illustrations of commercial enterprise to be
found in our trading records.'—European Mail.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT.' Without it you have a
WORTHLESS IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG.,
by J. C. ENO'S Patent.
Sold by Chemists, &c., everywhere.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Dyspepsia, Bilious Affections.

DINNEFORD'S MAGNESIA

Intimations.

**MITSU BISHI CO.****COAL DEPARTMENT.****MARUNO-UCHI, TOKIO.**

CABLE ADDRESS: 'IWASAKI',
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

AL, ABO 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TAI.
HONGKONG: H. U. JEFFRIES.
YOKOHAMA: M. ASADA.
CHINKIANG: CHANGING & Co.
MANILA: MACDONALD & Co.

CONTRACTORS OF COAL TO THE Imperial Japanese Navy and Foreign Navies;
the Imperial Armies; the Imperial Rail-
way; Sanyo, Kinshu and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.

EXPORTERS OF COAL TO Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korean ports and America.
SOLE PROPRIETORS OF Takashima,
Ochi, Shimizu, Namasu and Kami-
Yamada Collieries, and also Hojo Colliery,
which will shortly be ready to produce on
a large scale the best Buzon Coal.
Sole Agents for Kigyo, Komatsu (Tagawa)
and Yashirozaki Collieries (Karatsu).
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

Coal sold in 1904 by the Company
amounted to 1,520,000 tons.

TAKASHIMA COAL.

Now and additional shafts at the Takashima Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance. May 11, 1905.

HUMPHREYS' ESTATE & FINANCE CO., LD.

THE SHARE CERTIFICATE No. 67
for Eighty-seven Shares Numbered
103730—103816 inclusive on which the sum
of \$2.60 per Share has been paid-up,
standing in the Register in the name of
JOHN KOYLE of Hongkong, having been
lost, NOTICE IS HEREBY GIVEN that
unless the said Certificate be produced at
the Offices of the Company, Alexandra
Buildings, Des Voeux Road, Victoria
Hongkong, on or before 6th JULY, 1905,
a new Certificate for the said Shares will be
issued, and the old Certificate will there-
after be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 6, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED.**NOTICE.**

THE Certificate No. 2400 for 25 Shares
in the above Company numbered
14300 to 14320 inclusive, standing in the
Register of Shareholders in the name of
TONG SHOU KANG, also the Certificate
No. 2494 for 25 Shares in the above
Company numbered 14331 to 14350 inclusive,
standing in the Register of Share-
holders in the name of TONG SHOU
KIANG, having been lost, it is thought,
in the destruction of the Steamship Yuen
Wo by fire in the Yangtze River on or
about the 28th April, 1905. NOTICE IS
HEREBY GIVEN that Duplicate Certi-
ficates for the said Shares will be
issued at the expiration of one calendar
month from the date of this notice, and
that the Original Certificate will, unless
produced within that period, be hereafter
held by this Company as null and void.

DOUGLAS LARPAIK & CO.,
General Managers,
Douglas Steamship Co., Ltd.
Hongkong, May 31, 1905.

THE HONGKONG**DOCKS.**

A Record of the Founding and
Development of the
Hongkong and Whampoa
Dock Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price Fifty Cents.

To be had at the 'China Mail' Office,
5 Wyndham Street.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the above named Company
will be held at the Registered Office of the
Company, Alexandra Buildings, on TUES-
DAY, the 20th instant, at 12.30 P.M., when
the subjoined Resolutions which were
passed at an Extraordinary Meeting of the
Company, held on Saturday, 3rd of June,
1905, will be submitted for confirmation as
Special Resolutions.

- RESOLUTIONS:**
1. That it is desirable that the Company
may be dissolved and that it be wound
up voluntarily.
 2. That the General Managers be and
they are hereby appointed Liquidators.
That the Liquidators be and they are
hereby authorized to consent to the
registration of a New Company to be
named the 'PEAK TRAMWAYS
COMPANY, LIMITED,' with a
Memorandum and Articles of Association
which have been prepared with
the approval of the Consulting Com-
mittee of the Company.
 3. That the Liquidators be empowered to
sell to the 'PEAK TRAMWAYS
COMPANY, LIMITED,' the under-
taking of this Company at the price of
\$200 per share either in cash or shares
of the 'PEAK TRAMWAYS
COMPANY, LIMITED,' at the option of
Shareholders of this Company and to
enter into all necessary Agreements to
that effect.
 4. That the Liquidators be and they are
hereby authorized to execute all such
deeds, documents, and other instruments
as may be required for the purpose of
carrying out the above Resolutions.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 6, 1905.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FOURTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS
in the Company will be held in the Com-
pany's Office, St. George's Building, No. 6,
Connaught Road, Victoria, on WEDNES-
DAY, 21st June, 1905, at 11 A.M., for the
purpose of receiving Statement of Accounts
and the Report of the General Managers
for the year ending 28th February, 1905,
and electing a Consulting Committee and
Auditors.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED on SATURDAY,
17th to WEDNESDAY, 21st June, both
days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, June 9, 1905.

CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY MEETING of
the above named Company will be held in
the Company's Office, St. George's Building,
No. 6 Connaught Road, Victoria, on
WEDNESDAY, 21st June, 1905, at a
quarter past eleven o'clock A.M., when the
subjoined Resolution will be proposed.
Should the Resolution be passed by the
required majority it will be submitted for
confirmation as a special resolution to be
subsequently convened, and in the event
of it being confirmed the shares will be
offered to Shareholders in the Register on
the 21st day of July in proportion to their
respective holdings.

That the Capital of the Company be in-
creased to \$50,000, by the creation of
20,000 new shares of \$10.00 each.

Hongkong, June 9, 1905.

GARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND
SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: 'GARMICHAEL,' HONGKONG.
A. B. C. Code, 4th Edition.
A. I. Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903.

VIAVI REMEDIES**ASSIST NATURE.**

A PURELY VEGETABLE compound
used with great success for Mothers
and Daughters. Advice Free.
Messrs WEBB, MANAGERS, VIAVI OFFICE,
28, LEIGHTON HILL ROAD, HONG-
KONG, East, Near Race Course and No. 1
Police Station.
Hongkong, May 15, 1905.

MEE CHEUNG,**HIGH-CLASS PHOTOGRAPHY.**

Developing and Printing in Amateur
Enlargement & SPECIAL FEATURES.

BRANCH Hongkong Hotel Corner.

1597

STEAM TO CANTON.

THE new Twin Screw Steel Steamer,
KWONG CHOW.

1,200 tons. Captain J. P. MARKE.

Leave HONGKONG for CANTON at 9
Every Evening (Saturday excepted).
Leave CANTON for HONGKONG about
6.30 o'clock Every Evening (Sunday
excepted).

These fine new Steamers have unex-
ceptional accommodation for First Class
Passengers and are lit throughout by
Electricity.

Passage Fare—Single Journey—\$4.00
Mails—\$1.00 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIP ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST,
Hongkong, November 3, 1904.

Intimations.

IT'S **Rainier BEER**

I DID, I DO,
I WILL ALWAYS
SWEAR RAINIER
FOR
REFRESHMENT
AFTER
RECREATION.

M. J. CONNELL,
Distributing Agents.

FOR SALE BY ALL DEALERS.

Hongkong, May 13, 1905.

PEEK, FREAN & CO.'S

CELEBRATED LONDON

BISCUITS AND CONFECTIONERY.

NEW STOCK JUST ARRIVED OF

SMALL BANANAS,**SWEET WALNUTS,****ASSORTED FRUITS,****PAT-A-CAKE.**

OBTAINABLE AT ALL GENERAL STORES.

Hongkong, May 30, 1905.

To Let.**TO LET.**

SHOP, No. 14, QUEEN'S ROAD
CENTRAL.
First floor, No. 12, QUEEN'S ROAD
CENTRAL.
Second floor, Nos. 12 & 14, QUEEN'S
ROAD CENTRAL.
Apply to
S. HINNEY,
Hongkong Hotel.

Hongkong, June 7, 1905.

TO LET.

SEMI-DETACHED VILLAS Two in
Garden Road near the Ferry with fine
view of the Harbour. Gas and Electric
light. Rents very moderate.
Apply to
H. RUTONJEE,
5, D'Aguilar Street, Hongkong.
38 & 37, Elgin Street, Kowloon.

Hongkong, June 6, 1905.

SUITABLE FOR OFFICES.

2 ROOMS IN PRINCES BUILDINGS.

Apply to
LAUTS, WEGENER & CO.
Hongkong, March 3, 1905.

TO LET.

IMMEDIATE POSSESSION. No. 2
Sibbourn Villas (No. 10, Kennedy
Road)—AN 8-ROOMED HOUSE, Ser-
vants' Quarters detached—lately renor-
ated throughout.
Apply to
MOK KOON YUK,
Comptroller's Office,
Butterfield & Swire.

Hongkong, May 23, 1905.

TO LET—UNFURNISHED AT THE PEAK.

WITH IMMEDIATE ENTRY.

LYEE MUN, Barker Road, containing
2 Reception Rooms, 4 Good Bed-
rooms, Excellent Bathrooms and Servants'
Quarters. The house is comparatively new
and is in excellent repair, and splendid
view of the Harbour and very convenient
for Tramway Station at Plantation Road.
Apply to
RUSSO-CHINESE BANK.

Hongkong, May 2, 1905.

TO LET.

MEIRION, No. 2, THE PEAK. Im-
mediate Possession.

Apply to
E. JONES HUGHES.
Hongkong, June 5, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MONSIEUR TERRACE, facing the
Pole Ground.

OFFICES in Causeway of Erection, Oak-
wood Road (near Blake Pier).

GODOWNS PRIMA EAST.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.

Hongkong, March 7, 1905.

TO LET—IN KOWLOON.

A Most Desirable RESIDENCE suitable
for Boarding House, 12-ROOMS.
Moderate Rent. For Particulars, apply to
Care of 'CHINA MAIL' Office.

Hongkong, April 25, 1905.

To Let.**TO LET.**

IN KNUXTFORD TERRACE. A Comfortably
FURNISHED FRONT BED-ROOM
with Bath.
Care of 'CHINA MAIL' Office.
Hongkong, May 6, 1905.

TO LET.

PARKSIDE—Kowloon, a SIX-
ROOMED DETACHED HOUSE
standing in its own grounds, facing the
King's Park.
For particulars, apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.

Hongkong, February 20, 1905.

TO LET.

TWO FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession
on or about 31st August, 1905.
MODERATE RENTALS.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LTD.
Hongkong, February 20, 1905.

TO LET.

NO. 12, KNUXTFORD TERRACE,
KOWLOON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, May 4, 1905.

HONGKONG CLUB.**TO LET.**

2 ROOMS, on the Ground Floor of the
Annex, from 1st September next,
suitable for Office.
For particulars, apply to the undersigned.
C. H. GRACE,
Secretary.

Hongkong, June 1, 1905.

TO LET.

SMALL BUNGALOW Containing Large
Room, Dressing Room, Bath Room,
Kitchen and Servants' Quarters, close to
Plantation Road, Tram Station.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, June 7, 1905.

TO LET.

AN UNFURNISHED ROOM and
BATHROOM, suitable for a Bache-
lor, at No. 3, DUBBEL STREET.
Also a GODOWN, Cheap Rental.
Apply to
McGOWEN, FRICKEL & CO.
Hongkong, May 4, 1905.

TO LET.

WOODBURY Garden Road, Kow-
loon, DETACHED HOUSE, 12-ROOMS.
GARDEN. Moderate Rental. Possession
1st June, 1905.
Apply to
HUMPHREYS' ESTATE & FINANCE
COMPANY, LIMITED.
Hongkong, May 23, 1905.

TO LET.

WITH IMMEDIATE POSSESSION
the 'FOREST LODGE,' Causeway Road.
Apply to
H. N. MODY.
Hongkong, May 2, 1905.

SIR ROBERT HART'S**MEMORANDUM.**

A Series of Articles on Sir Robert
HART'S Schemes for the Improve-
ment of China.
Reprinted from the 'China Mail.' To be
had in pamphlet form at this Office.
Price 50 Cents.
Hongkong, July 4, 1904.

THE AMERICAN RAILWAY

DISASTER.

HARRISBURG, May 11.—Twenty persons
are known to be dead and more than 100
were injured in a railroad wreck and
dynamite explosion which occurred early
to-day on the Pennsylvania Railroad, in
the southern part of this city. That no
more persons were killed is considered
remarkable by the Pennsylvania officials,
as a full box car of dynamite exploded
directly at the middle of the heavy express
train.

The train carried a number of prominent
persons, and most of them escaped with
only slight injuries. The wrecked train
was the section of the Cleveland and Cin-
cinnati Express, leaving Philadelphia last
night. It consisted of a combination
baggage, and smoking car, one day coach,
and six sleepers.

There are various theories of how the
wreck occurred, but the official version is
as follows:—About 1.40 o'clock the engine
on an east-bound freight train was flagged
by the crew of a shifting engine ahead on
the same track. The engineer quickly put
on his air brakes, and the train, an un-
usually long one, came to a sudden stop.
The strain on the air valves was severe,
and a connecting air hose in the middle of
the train blew out. This caused the middle
of the train to 'buckle,' and the damaged
cars fell over on the passenger tracks.

Just as this happened the Cleveland
Express came thundering up and 'side
swiped' the wreck. The express was stop-
ped within its own length and the third
sleeper was opposite the wrecked car.
Before any one could leave the passenger
train, which was not very badly damaged,
a few slight explosions occurred, and then
there was one great flash and roar that
shook the earth. The whole affair occurred
within a period of a few seconds.

A scene of horror followed the explosion
of the dynamite. The passenger cars and
some of the freight cars instantly took
fire. As the reverberation of the terrific
explosion died away across the Susque-
hanna River, the agonizing cries of the
injured could be heard. Men and women
came tumbling and climbing from the car
windows and crawled from under the
wreckage. Shortly afterwards another
explosion occurred. Fearing that the
entire freight train might be loaded with
dynamite, no one dared go near the wreck.
Finally the railroad men who knew the
contents of the burning freight train led
the way, and the uninjured passengers
followed.

Contracted Neuralgia During the War.

I had a bad case of neuralgia which I
suffered from during the war. I tried
several remedies but they did me
no good until a friend of mine recom-
mended Chamberlain's Pain Balm which gave me
immediate relief. I have had no trouble
since and must say that I had Chamber-
lain's Pain Balm a fine liniment. I have
since used it for other troubles and always
with good results.—J. Vinton, Jacobson,
Transvaal. For sale by All Dealers; War-
rins & Co., Ltd., General Agents.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.

SUNDAY.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.0

Ask for
TANSANA NATURAL MINERAL
WATER Bottled at the
Springs at Takaradzka,

The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

Per Case of 48 Pints \$6.00
Per Case of 100 Pints \$8.00Crisp,
Delicious,
Invigorating.Drink
the
World
Renowned
Nerve and
Muscle
Strengthening.THE Original and Genuine is J. Clifford
Wilkinson's.ACTS gently, Acts pleasantly. Acts
beneficially.NOTHING like it, for depressed
Spirits.

SIMPLY marvellous.

AND worth its weight in Gold.

NOTHING can equal its purity.

TANSANCan be obtained at all 1st Class
HOTELS and BARS in the FAR
EAST.

Beware of fraudulent

IMITATIONS.

The only genuine TANSAN

Bears the name of

'J. CLIFFORD-WILKINSON.'

H. PRICE & CO.,

12, QUEEN'S ROAD.

Sole Agents for Hongkong.

Hongkong, June 13, 1905.

WM. POWELL,

LISTED.

ALEXANDRA

BUILDINGS.

NEW

SICILIAN**ALPACAS**

FOR

SUMMER GOWNS,

in Grey, Brown, Fawn,

Navy and Light Colors.

'Eclipse'**DRESS****LINENS**

in Navy Blue, Butcher

Blue, Light Blue, Green,

Dark Red and Fawn.

AT

75 Cts. per yard.

INSPECTION INVITED.

WILLIAM POWELL,

LIMITED.

HONGKONG.

TRADE MARK.

BOTTLED ALES AND BEERS.

Ind. Co. & Co., per doz. 8 Pts. \$16.00 \$2.10

Bass, Light 4 Pts. 18.00 4.50

Do. 8 Pts. 20.00 2.50

Bass, Dark 8 Pts. 28.00 3.30

Amstel Pilsener 4 Pts. 18.00 4.15

Do. 8 Pts. 18.00 2.75

Pilsener 6 Pts. 16.00 3.70

Munich, Dark 4 Pts. 16.00 4.15

Do. 8 Pts. 18.00 2.75

Blatz, American 6 Pts. 27.00 4.60

Do. 10 Pts. 28.00 2.50

Yebisu, Japanese 8 Pts. 15.00 2.00

BOTTLED STOUT.

Ind. Co. & Co., per doz. 8 Pts. \$16.00 \$2.35

Guinness, Stout 4 Pts. 19.00 5.00

Guinness, Stout 8 Pts. 24.00 3.00

SOLE AGENTS:

H. PRICE & CO.,

12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Tender Closed.

11 a.m.—Government Bills received by

Chief Paymaster, Army Pay Department.

Auction.

3 p.m.—Auction of Store-ship Number

on Board.

General Memoranda.

TUESDAY, June 13—

2.30 p.m.—Auction of Postage Stamps,

at Mr. Geo. Lammer's Sales Rooms.

Goods per Jans not cleared at 4 p.m.

on this date subject to rent.

FRIDAY, June 16—

2.30 p.m.—Auction of Japanese Curios,

at Messrs Hughes & Hough's

Sales Rooms.

SATURDAY, June 17—

2.30 p.m.—Auction of Household Fur-

niture, at Mr. Geo. P. Lammer's Sales

Room.

Transfer Books of China Light & Power

Co., Ltd., closed from this date to 21st

June inclusive.

MONDAY, June 19—

3 p.m.—Auction of Household Property

at Messrs Hughes & Hough's Sales

Rooms.

Goods per Jans undelivered after

this date subject to rent.

TUESDAY, June 20—

12.30 p.m.—Meetings of Hongkong High-

Land Transport Co., Ltd., at the Re-

gistered Office.

Goods per Jans undelivered after

this date at Noon will be subject to

rent and landing charges.

WEDNESDAY, June 21—

11 & 11.15 a.m.—Meetings of China

Light & Power Co., Ltd., at the Com-

pany's Offices.

BIRTH.

On the morning of June 2, 1905, at Son-

chow, the wife of FRANK GROVE, of a

daughter.

NOTICE TO CORRESPONDENTS.

All business communications for this

office should be addressed to THE MANA-

On the morning of June 2, 1905, at Son-

chow, the wife of FRANK GROVE, of a

daughter.

NOTICE TO CORRESPONDENTS.

All business communications for this

office should be addressed to THE MANA-

ger.

Communications intended for publication

should be addressed to THE EDITOR, and

not to any person by name.

We cannot undertake to return rejected

communications.

Any communication not accompanied

by the signature of the writer will be

rejected without consideration.

All communications must be legibly

written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, TUESDAY, JUNE 13, 1905.

EDITORIAL COMMENT.

To talk about the pro-

posed railway from

Loggerheads, Kowloon to Canton now

is to give people what is

vulgarily called the 'hump,' but even at

such a great risk of causing a malfor-

mation of the Colony's physique we feel

constrained to hark back to the thread-

bare question if only to point out that

if the concessionaires wish to dally a

little longer they might do so without

much fear of the opposition by the

Canton-Whampoa line, and its offspring

to Amoy, getting in ahead of them and

establishing a prior claim to traffic.

We have previously pointed out the

danger of a line being built to Wham-

pon, and gave publication to the scheme

being developed in some speculative

Chinese minds to connect the rich

country lying south-west of Amoy with

Whampoa, and now it is our duty, no

less than our pleasure, to make known

to those who happen to be ignorant of

the fact that even yet the British turtle

might be able to catch up to the

Chinese hare, if the latter manages

to continue to quarrel with his

friends as he appears to be

disposed to do at present.

Whampoa, though it is near the deep

sea, has many disadvantages. It is,

it is said by experts who ought to know,

too shallow to allow of deep draught

steamers making use of the place as a

regular port of call, and the river silt

too rapidly to allow of dredging being

carried out with anything like profit.

Our American friends adhere, however,

to the belief that the place can be

converted into a port, and an agent is

busy at work endeavouring to find the

capital to commence operations. As a

sort of encouragement, too, we under-

stand some vessels have already

commenced including Whampoa in their

list of ports of call, and go there and

discharge what cargo they have for Can-

ton into lighters to be towed up river.

Though this might be encouraging to

the extreme, for what-Chinaman in a

high place cares aught for the people

beneath him unless it is to see that

their squeeze is duly paid up? But

whatever the cause of delay our pur-

pose—selfish as it might seem—will be

served so long as there is delay. The

concessionaires of the line—a line that

people who have a stake in this Colony

have hoped to see built so that they

might extend their operations into China

proper when the Hankow line is

completed—need much more time to

think the matter out, and if the offi-

cials in the provinces concerned can

only be kept at loggerheads so much

the better. No amount of threatened

opposition will stir the people who own

the right to build the line through

British territory and that being so all

that can be done is to pray that the

Chinese will balk at the work they

have in mind and allow the time to

elapse which is necessary to hatch the

British scheme. Once on a time it was

the boast of Britishers that they were

keen to take advantage of obvious

opportunities for strengthening their

influence and their banking accounts,

but judging by the progress of the

matter under notice it is only fair to

believe that the men who once acted

promptly have died out. Apparently

these extant now act upon the idea

that all good things come in their own

good time, and that attempts to rush

the in forward will only tend to drive

them further backward. It is a pity

such a thing has to be admitted, but

admitted it must be, in view of the

fact that in many directions oppor-

tunities for strengthening Great

Britain's hands in this quarter of the

globe have been sacrificed, and

grabbed by others to foster the com-

mercial or political influence of other

nations. When the railway to Canton

is built other railways will probably

be in full working order and have a

claim upon the trade of the provinces

that it will be hard for us to shake.

Either we are going to build the

railway or we are not. We ought to

say which, so that some other national

might develop what we do not

want. We ought to be too old to

play the dog in the manger.

The Manila Cablenews has what pur-

ports to be a cablegram stating that the

Czar announces that he will grant a

legislative assembly as prayed for by

the Zemstvos. It is hard to believe

anything that emanates from Russia,

and less that comes from

Manila.

LOCAL AND COAST NEWS.

Sale of the "Humber."

The "Humber" is to be sold to-

morrow. To-morrow launches will convey

intending purchasers to Blake Pier at

2 p.m., 2.30 p.m. and 2.45 p.m.

LOCAL AND COAST NEWS.

The German Mail of the 10th May

was delivered in London on the 10th June.

H.F. Chao Erh-sun, the new Viceroy,

has postponed his departure for Mukden.

There were 289 European, and 99

Chinese visitors to the City Hall Library

and 60 European and 1,154 Chinese visitors

to the Museum during the week ending

June 11.

In the central division of the city 3,014

houses have been lined with the season

and in the western district 1,208. There

have been no prosecutions for failing to

line.

A report by the Medical Officer of

Health, concerning the 'Epidemic of Plague'

during 1904, (already referred to) was

laid on the table at this afternoon's meeting

of the Sanitary Board.

At the Magistracy this morning, before

G. N. Orme, Cora Richards was charged

with keeping a disorderly house at 52 Hol-

wood Road. She pleaded guilty and was

ordered to abate the nuisance within one

month.

Leave-of-absence on private affairs to

the neighbouring countries has been

granted to Major S. H. Polley, 2nd Royal

West Kent Regiment, from June 21 to

July 25, and to Major H. P. E. Parker

and Lieutenant M. A. Hamer, 128th

Baluchis, from 6th July to 31st September.

The Tientsin community had received

a shock in the sudden death of Mr. W.

Staats, of Messrs. Biffeld and Sun, who

succumbed to paralysis of the heart follow-

ing hydrophobia. Mr. Staats was at one

time well known and popular in Shanghai

as a member of the Mithiboo Co. of the

Fire Brigade, and of the German Eight.

A coolie was convicted, at the

Magistracy this morning, of bathing in the

water of the Shaukiwan Reservoir. The

defendant, it was stated, had all his clothes

off and was enjoying a dip in the reservoir,

when he was discovered by a coolie employ-

ed by the Water Department. Mr. F. A.

Harland imposed a fine of \$25, with the

alternative of six weeks' gaol.

It is understood (says the N. C. D.

News) that the delay in giving out the

news of the Battle of Tsushima, which

was severely anticipated on by Reuters' agent

at Tokio at the time, was due to the Japa-

nese Government's caution. Admiral Togo's

success was so overwhelming as the news

of it came to the Japanese Government,

that the latter were afraid to give it out

until they received full confirmation, and

this was the sole cause of the delay.

LOCAL AND COAST NEWS.

Polo.

To-morrow afternoon a Polo match,

between the Civilian and the West Kents,

will be played at Causeway Bay for the

May Cup. The teams are:

C

A Russian Band Routed.

Tokyo, June 8.
It is officially reported that the situation on Tuesday was as follows: From 10 to 160 Russians marching towards Shumai, a mile and a quarter east of Yingshamen, were routed towards Nienying.

One soldier and two horses were captured. Otherwise the position is unchanged.

General Linievitch's New Headquarters.

Tokyo, June 8.
General Linievitch, it is now understood, is staying at Fonghua and occasionally inspecting his advanced lines to the southward.

Proposed Japanese Volunteer Fleet.

According to the Japan Chronicle it is stated that the useful service rendered by the "Shimano-maru," "Sado-maru," "Tosa-maru," and other armed cruisers in the recent battle have fully established the value of a Volunteer Fleet, and, taking advantage of a favourable opportunity, the promoters of the proposed Volunteer Fleet have addressed circulars to the Governors of prefectures asking them to make another effort to expedite subscriptions to the Fleet Fund.

Japanese War Fund.

The Japanese Government has decided to call a special session of the Diet for a further vote for war purposes. It is stated that the authorities anticipate a great shortage this year in the War Fund in consequence of the increased expenditure at the front necessitated by the extension of the fighting area and the construction of military railways. It is expected that the sum required to make good the extra expenditure will be Yen 200,000,000, and the Diet, it is understood, will be asked to vote that amount. The Japan Chronicle says the date of convocation is not yet fixed.

Causes of the Russian Defeat.

There is naturally a good deal of speculation as to the cause that led to the defeat of Admiral Rozhdestvensky. One Tokyo opinion is that the Russian Admiral concluded the main force of the Japanese fleet was in the Formosa Channel, either from erroneous intelligence received or from his own judgment. The fact that the Admiral was accompanied by unarmed transports, and advanced straight through the Tsushima Straits not in battle formation, supports the view that he was totally deceived in the location of the enemy. Up to the very moment of the opening of the fighting on the morning of the 27th, the Russian squadron was steaming in double line, with the "Korona," "Subir," and other transports, as if making an ordinary voyage. The Russians were unable to form in line of battle until the fighting between the main forces had commenced. Admiral Rozhdestvensky was also taken off his guard by the tactics of the Japanese. Only small squadrons appeared east of Takeshiki at first, and on the morning of the 27th the sea was covered with mist, so that the Russian commander was probably reassured as to the success of his plan in boldly attempting the passage of the Korea Straits. He seems to have been entirely off guard until the main force of the Japanese came out of the mist near Okoshima, showing at once the blunder that had been made. The weather also greatly assisted the Japanese fleet. The wind, after the fog lifted, was against the Russians all the time, high waves dashing on to the port side of the Russian ships, which made it very difficult for them to aim accurately, while on the starboard of the Japanese ships the sea was comparatively quiet, giving ample opportunity for effective fire. The Russians, says one Tokyo opinion, are known to be indifferent gunners, and their fire was not to be specially feared. In the recent battle they fired continuously without intermission until the morning of the 28th, when their ammunition became almost exhausted, but failed to do much damage. In fact, the surrender of Admiral Nebogatoff may be attributed to his lack of ammunition. The effect of the Russian fire was very small in comparison with the great amount of ammunition expended. Only a few Japanese vessels of the smaller type were damaged, while the losses in men did not exceed 800. Very few of the destroyers and torpedo-boats, which fought very near to the Russians, were struck. The Russian defeat, therefore, can be ascribed in part to the fact that they wasted their ammunition.

On the other side, it is pointed out, the range of the Japanese ships was so accurate that the Commander-in-Chief and other commanders were quite satisfied with the gunnery, and the principle that a battleship cannot be sunk by gun-fire seems to have been exploded by the recent battle. Some of the Russian battleships were sunk by the heavy guns, and not only by the torpedo. Most of the weaker vessels, whose armour was not very thick, were also sunk by gun-fire. Torpedo attacks, however, were very effective, and while the operations of destroyers and torpedo-boats were much interfered with

on the 27th up to sunset, on account of the high seas, by night the seas calmed down, and they rendered brilliant service. Admiral Togo and the officers generally are said to attribute their victory in the present battle to the accidental shortcomings of the Russians before mentioned, and they are, therefore, in no way unduly elated with their success. Naval officers believe it to be a great mistake to expect that such a success could be obtained at any time and in all circumstances. — Japan Chronicle.

Russian Cruisers At Manila.

The American government told the Admiral of the Russian cruisers now here that he must leave by noon on June 8 or stay in Manila harbor until the war with Japan was over.

The Admiral informed the Czar of this ultimatum. The Czar sent Admiral Enquist the following cablegram:

Remain in Manila at disposition of American government. Effect repairs as much as possible.

The Admiral replied by cable: Have communicated your message to the American authorities.

Which means that Manila is to entertain the "Aurora," "Oleg," and "Zemchug," indefinitely. When peace is declared the ships can return to Russia or go wherever is agreed on by the terms between Japan and Russia.

Until the war is ended America is responsible for the retention of the ships and their crews here. The United States Asiatic fleet will guard the ships. They will not be compelled to dismantle, as such precautions are unnecessary here where a superior fleet is watching the foreign vessels. At Shanghai the "Askold," of the Russian navy, was dismantled because the Chinese could not guarantee the vessel's staying in Shanghai. Uncle Sam, however, can make this guarantee.

The ships will now be repaired and put in as good condition as possible. The merchants of Manila welcome the Russian ships with open arms. They are selling everything they want, and the Russians are liberal in their orders and their payments. The cruisers have plenty of money aboard, as is the custom of vessels making such a cruise, as did the Baltic fleet, in war time.

There was intense interest yesterday when the time approached for the cruisers to leave or to be formally interned. The "Askold," the flagship of Admiral Togo, had full steam up and was ready to escort the cruisers out if they wished to go. But noon came and found them peacefully anchored inside the breakwater, and many of their officers ashore buying necessities and luxuries.

The officers of the cruisers feel very much hurt over the report which appeared in some of the Manila papers that those on board were dirty.

The officers say in defence of their clothes that they sent them ashore at every possible opportunity to have them washed, and that in the majority of cases they were obliged to sail away and leave them behind. By the time they reached Kauran Bay they had parted with most of their clothes in this way, and there to make matters worse, their storehouses were piled full of coal. From that time on it was impossible to keep clean, especially with the vigilance required of them after the fight.

Fifteen more wounded sailors of the "Oleg" were transferred to the naval hospital at Canacao on June 8.

The sailors of the Czar's navy now under treatment at that hospital are reported to be doing well. They are receiving the best of medical attendance and care and no deaths have occurred, so far.

An Episode in Connection with the Czar.

Here is an account, as told by the Kansas City Star, of a little incident that occurred in Russia a few years ago in the course of a struggle between Witte and Plehve for supremacy.

An American traction owner, visiting St. Petersburg, was impressed with the inadequacy of the horse-car service and employed engineers to work out a modern system. Failing to make an impression on the local officials he had abandoned the plan when he fell in with a clever Russian who assured him that his ignorance of the ways of the country was responsible for the failure, and offered to engineer the first step was to purchase, for several thousand roubles, the sympathy and support of a certain *dumas* of the capital. Everything went smoothly and Witte finally wrote a report recommending the scheme and the Czar inquired on the document. "I approve this in every particular," this was the American's first attempt to blackmail the successful franchise holder. When the man refused to hold up the rival set various influences at work. A few days later Plehve handed the Emperor a report condemning the traction scheme and favoring its annulment, across which Nicholas wrote: "I approve this report in every particular." Horse-cars still operate in St. Petersburg.

This episode illuminates one phase of the Czar's character. It also, perhaps, helps explain why Russia is fighting on such unequal terms with the business-like armies of Japan.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 13th at 12.5 p.m. the barometer has risen slightly over S. China and Luzon, and fallen in the neighbourhood of the Loochees.

Pressure remains low over the Gulf of Pechili, and there are indications of the existence of a low pressure area to the E. of the Loochees.

Pressure is highest to the E. of Japan. Gradients continue slight over S. China, and light variable winds may be expected in the Formosa Channel, and moderate S. winds over the N. part of the China Sea.

Forecast—light SE. or variable winds; fair.

He: "Clarence, you know I have always thought a great deal of you, and I have flattered myself you think not unfavorably of me. May I—will you be my wife?"

Do you know, I thought you were going to ask me to lend you some money."

GOSSIP FROM SHANGHAI.

By the Nonentity.

The first Meet of the Automobile Club of China hardly attracted the interest anticipated, and only ten cars competed; a small number to ensure an effective display. Perhaps the terror which motorists are striking in the breasts of peaceful residents is responsible to some extent for the aloof attitude of many of us. I do not wish to imply that there is any carelessness on the part of owners or that they proceed at breakneck speed, because it is not so, but, at present, rickshaws and coolies and China ponies regard the strange vehicle with disfavour, and the coolie, with a natural love of hairbreadth escapes and total disregard of the safety of his fare, thinks it his bounden duty to dash across the path of the terrifying juggernaut. It makes rickshaws riding a positive terror and already has considerably added to the list of runaway horses. But to the Meet itself. The cars assembled on the Race Course, and I must say they were most effectively decorated. First prize was given to Mr. Craig, whose car represented a beautiful white swan, carried out in white flowers, arum lilies predominating. Quite a different idea was given by Mr. Jaquet, who put up the hood of his car, and with the help of green leaves and red roses transformed the whole into the fragrant charm of a garden bowser. Mr. Tucker was even more ambitious, and his motorcade gained third prize. Beholders were startled with a brightly shining yellow dragon composed of straw and marigolds which sparkled in the sun's rays.

The Regatta of the Rowing Club was favoured with very fine weather and altogether may be said to have achieved success. The great fault was the long intervals between each race which rendered proceedings very tedious. I cannot say why the plan adopted at home should not be followed and the second race start ten or fifteen minutes after the first and so on. The course is so long, often a mile and a half, that spectators naturally lose interest, and then stupidly enough in many instances the same men competed in following races, which necessitated an even longer wait while they were taken in, a launch back to the starting point. Naturally, the greatest excitement was aroused in the International Eight. Only Scotch, English and German crews competed. The Germans were prime favourites with some, the Scotch with others, but the latter made the fatal mistake of over-training and proved their fault from start to finish of the race. In their eagerness to get away, the Germans splashed a good deal, and enabled the English to get the inside with the advantage of slack water. The excitement in the Gardens was intense. The Germans slowly crept up to the English, until only half a length separated them from the victors, and not a sound was heard until a wild and hoarse hurrah from a Thames boating man heralded a furious outburst of applause. All the same, for style and finish and catch, the Germans were superior, and another few yards would have put the laurels into their hands, a member of the English crew afterwards told me, they could have hardly managed another stroke. The Man-of-War's Race was stupor in the extreme, as only two boats from the "Astrac" competed. The following day the International Four, with English, Scotch, German and Danish crews also received the lion's share of attention. This time the Scotch did get home, followed by the Germans, and if only the Danes could have kept going a little longer they would have come home first. This motorboat stirred very little interest, and if truth be told, neither did the performance of the boats of the Swallow class, although they looked very fine skimming lightly through the water and taking every advantage of the wind offered.

Apart from the racing, spectators in the Gardens saw coming along, slowly towed by a launch, the unfortunate "Bodri," the Russian torpedo boat destroyer. Pitifully sad and miserable she looked. Untouched by shells, she was covered with seaweed and dirt and presented a very forlorn appearance. This was the boat which rescued the wounded crew from a sinking Russian ship at the conclusion of the great battle, got safely away, but she was only able to carry 120 tons of coal and her store exhausted, tossed about until relief came when she was taken down to Woosung. Water also was short and food scarce and the injured with their undressed wounds suffered untold misery until conveyed to the Shanghai Hospital. On the second day, in startling contrast, there suddenly appeared a torpedo boat destroyer. What her mission was has not yet been discovered.

She simply anchored for a short while and then, as mysteriously disappeared but not before we had time to admire the spick and span appearance of her sides and decks and the ease with which she moved round about. Had she come to make portentous enquiries about the Russian vessels interned here?

As last the spathy of the ratepayer has been thrown aside and in his strength he attended the special meeting of ratepayers convened to discuss the advisability of selling the electrical department of the Municipal Council to a private company.

When the price offered (\$1,250,000) which had been offered for the Department was announced, excuses were found that the suggestion had ever been seriously thought over, because it has been proved that it is only worth \$100,000. This, however, was the only side of the question, and it was felt that Messrs Bruce, Peebles & Co., whose tender was verbally accepted in the first instance had been rather unfairly treated. After this had been arranged one of the unsuccessful tenderers stepped in with the proposal to buy the Electricity Department. If the two things had been kept separate, the trouble might not have arisen, but it favoured very much of unfairness. However, only five hands out of the 300 voters present (judicially upheld the proposal), so no huge private company is to tell us just how much electricity we may use and just how much we shall have to pay for it, which certainly would have given them absurd powers, and Messrs Bruce, Peebles & Co. will not be able to hold up Shanghai as a buster of promises.

At last a slight stopper is to be put on the iniquities practised at the Mixed Court. As I mentioned in one of my previous letters, should a prisoner be possessed of the necessary dexterity with which to bribe the runners, who in their turn are quickened by the native Magistrate, he need never fear that the punishment ordained will be fully carried out, and in some instances he has escaped altogether. It has turned justice into a farce, and at last the Municipal Council have taken steps to rectify the evil. In future prisoners after sentence has been pronounced will be under the surveillance of foreign police whose particular duty it will be to see that the punishment meted out is received and received by the proper recipient. If it is the Court of some of the loathsome, depraved wretches who make such a good thing of the job of runner, a very good thing will be achieved, and the foreign administration will regain its rapidity disappearing name for justice. It is quite wrong that native methods should rule within the jurisdiction of the Settlements.

BY WHARF AND WAVE.

The C.S. str., "Ichang" from Hongkong reported that on the 4th June, she was detained for 6 minutes by a Russian cruiser in Lat. 2°23.15 North, Long. 116°30.45 East.

As the Norwegian steamer "Ella," consigned to the Mitsui Bussan Kaisha, was passing outside the Saddle on Monday evening, she saw large quantities of cotton floating about. She picked up one bale, which by the Chinese marking on it showed that it had come from Shanghai. The probability is that some ship laden with cotton has been destroyed by the Russians, by whom cotton, as we know, is looked upon as contraband.

The "Travancore" has been taken into the No. 2 dock at Kowloon and the work of removing her damaged plates is considerably advanced. Her condition indicates that she must have bumped heavily while stranded, two rows of plates being buckled nearly the entire length of the ship. The starboard quarter suffered most, but the damage on the port side is not nearly so great. At present it is considered that about 80 plates will have to be removed.

Launch Masters Fined. Captain Muncey and Captain Davis, masters of the Chinese passenger launches "Hoi Ming" and "Sa E Cheung" respectively, were summoned, at the Magistrate's office this morning, for using their steam whistles for purposes other than those of navigation, in Hongkong bay at 4 o'clock in the morning. The prosecuting constable said that the defendants were blowing their whistles to attract the attention of passengers from the shore and not at all for the purposes of navigation. Captain Davis complained that if he did not blow his whistle he would get into trouble and when he did blow it he was summoned. He was about to move and there were other craft in the way to which he had to give warning. He was not tooting for passengers as suggested by the constable. Mr. G. N. Orme imposed a fine of \$10 and the defendant left the Court remarking: "Well I'm blessed! Oh, right ho, let her go."

Captain Muncey had much the same complaint to make. He was altering his course and had to give warning to some junk and sampans that were a little in front of him. If he did not give the signal it would have been a breach of the harbour regulations. He had been the master of a ship for 27 years, and if he did not know the rules of the road it was time that he did. He was ordered to pay a fine of \$10.

QUIT COUGHING.—Shortly after I commenced taking Stearns' Wine, that delicious preparation of cod liver oil, it stopped the cough, and is building up my health.

Miss Kate (in stationary store)—"What kind of car do you think the best for calling?" The New Clerk (absently)—"I prefer four axes."

Bowel Complaint in Children. DURING the summer months children are subject to disorders of the bowels, and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed, Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given. For sale by All Dealers; Watkins & Co., Ltd., General Agents.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship, Mr. F. T. Piggott, Chief Justice.)
Tuesday, June 13.

A CLAIM FOR \$27,000.

The Hip On Insurance Exchange, and Loan Company, Limited, sued Tang Keng for \$27,493.50, amount due on two promissory notes.

Mr. H. E. Pollock, K. C. (instructed by Mr. E. A. Bonner, of Messrs Denny and Bowley) represented the plaintiffs, while Mr. F. B. Deacon (of Messrs Deacon, Looker and Deacon) appeared for the defendant.

Mr. Pollock pointed out that the defendant was not in Court, and that they were entitled to go on with the case. He stated that the money was lost on September 17, and 19, 1904, and although application for repayment had been made they were unable to get it.

Judgment was delivered for plaintiffs with costs.

To-day's Advertisements.

TO LET.

NOS. 4 and 6, OBSERVATORY VILLAS, Kowloon; FIVE ROOMED HOUSE; Tennis Court.
Apply to:
ARRATON V. APOAR & CO.,
45, Wyndham Street.
Hongkong, June 13, 1905. 1143

BOARD AND RESIDENCE.

FOR GENTLEMEN with an ENGLISH FAMILY.
Apply
Care of "CHINA MAIL" Office.
Hongkong, June 13, 1905. 1147

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

THE Company's Steamship HAITAN.

Captain ROACH, will be despatched for the above Ports on FRIDAY, the 10th Inst., at 11 a.m.

For Freight or Passage, apply to
DOUGLAS, LAURIE & Co.,
General Managers.
Hongkong, June 13, 1905. 1146

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship ZAIDA.

Captain C. WYLLIE will be despatched for the above Ports on TUESDAY, the 21st June, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, May 13, 1905. 1142

'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship BENLOMOND.

Captain HENDERSON, will be despatched as above on or about SATURDAY, the 24th June.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, June 13, 1905. 1144

MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN, AND BLACK SEA PORTS.

THE Steamship CALEDONIAN.

Captain GEORGEY, will be despatched for Marseilles on TUESDAY, the 27th June, 1905, at 1.30 p.m.

Passage Tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—
S.S. OCEANIC, July 11, 1905.
S.S. TOURNAI, July 25, 1905.
S.S. TONIN, August 8, 1905.

G. DE CHAMPEAUX, Agent.
Hongkong, June 13, 1905. 1148

NOTICE TO CONSIGNEES.

STEAMER OCEANIC.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. Danube and Dordogne; from HAVRE ex s.s. Dordogne; from BORDEAUX ex s.s. Ville de Valenciennes, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the HONGKONG & KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 20th Inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th Inst., or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 20th June, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
Hongkong, June 13, 1905. 1141

To-day's Advertisements.

THERE IS BUT ONE SPEEDICUT High Speed Tool Steel, and that is FIRTH'S SPEEDICUT

SOLE MAKERS, Thos. Firth & Sons, LIMITED, Norfolk Works, Sheffield.

Hongkong, January 5, 1904. 20-2

NOTICE.

LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLLARD, BRADWOOD, ALLISON, CHALLINOR and DORNER.

And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

LANE, CRAWFORD & CO.
Hongkong, May 13, 1905. 938

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-MORROW, (WEDNESDAY), the 14th June, 1905, at 2 p.m., on Board, H.M. Screw Store-Ship "HUMBER,"

Extreme length ... 245' 6"
Extreme breadth ... 27' 6"
Displacement ... 1,640 tons
Horse Power ... 800.
Engines—Elliott's compound—Surface Condensing.

Boilers—Two double ended cylindrical return tubular; load on safety valves 70 lbs.

Condensers—1 Kirkcaldy and 1 Normandy single, distilling 1,500 and 2,400 galls. of water per 24 hours respectively.

To be sold as she now lies in Hongkong Harbour, with all fittings, stores, &c., on board, including about 110 tons of Coal, Anchors and Cable.

A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers, also on board.

The Admiralty will not be responsible for any errors in description of ship, fittings, stores, &c.

Inspection orders can be obtained from the Auctioneers.

Terms:—Cash before delivery, 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within SEVEN DAYS after the date of sale.

Further special conditions may be obtained on application to the Auctioneers.

A Steam Launch to convey intending purchasers will leave Black Point for H.M.S. "Humber" at 2 p.m., again at 2.30 p.m., and again at 2.45 p.m.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, June 13, 1905. 1008

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 17th June, 1905, at 2.30 p.m., at his SALES ROOMS, DUNDRELL STREET,—

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

(Full Particulars from Catalogue). On View from Friday, the 16th June. Terms:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.
Hongkong, June 13, 1905. 1145

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

CHEAP EXCURSIONS TO MACAO.

THE Steamship HONAM.

2383 Tons, Captain H. D. JONES. Will make a Special Trip EVERY SUNDAY to Macao and back.

Hour of Departure:—From Hongkong at 9 a.m., arriving at Macao about Noon.

From Macao from 4 p.m. to 7 p.m., to suit tide, arriving at Hongkong about 3 hours after departure.

Fares:—1st Class Single \$2 ... Return \$4.
2nd Class Single \$1 ... Return \$2.

Children under 12 Half-price.

Tickets may be obtained at the Office of the Company, 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel) or on Board the Steamer. No Child will be accepted, and Servants' Passages must be paid for.

T. ARNOLD, Secretary.
Hongkong, May 15, 1905. 905

THE WINE GROWERS SUPPLY CO.

DIRECT IMPORTERS OF WINE, BEER AND SPIRITS

from well-known growers, brewers and distillers.

PRICE LIST ON APPLICATION.

BARRETT & CO., Agents.
No. 22 & 24, BANE HILL, Queen's Road.

1691

ROBINSON PIANO COMPANY, LTD.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING FROM US

PIANOS OF THE

HIGHEST CLASS

EMBODYING THE VERY BEST MUSICAL AND WEARING QUALITIES, AT MODERATE PRICES.

OUR CLIENTS HAVE THE ADVANTAGE OF OUR 30 YEARS' EXPERIENCE AS EXPERTS, DEVOTED EXCLUSIVELY TO THE PIANO TRADE.

WE ARE BY FAR THE LARGEST IMPORTERS and MANUFACTURERS IN CHINA, AND STOCK THE GREATEST VARIETY OF MAKES.

WEISMANN, LTD.

TELEPHONE No. 407.

Patrons of CAFE WEISMANN will please notice that our

REFRESHMENT ROOMS

Shipping.

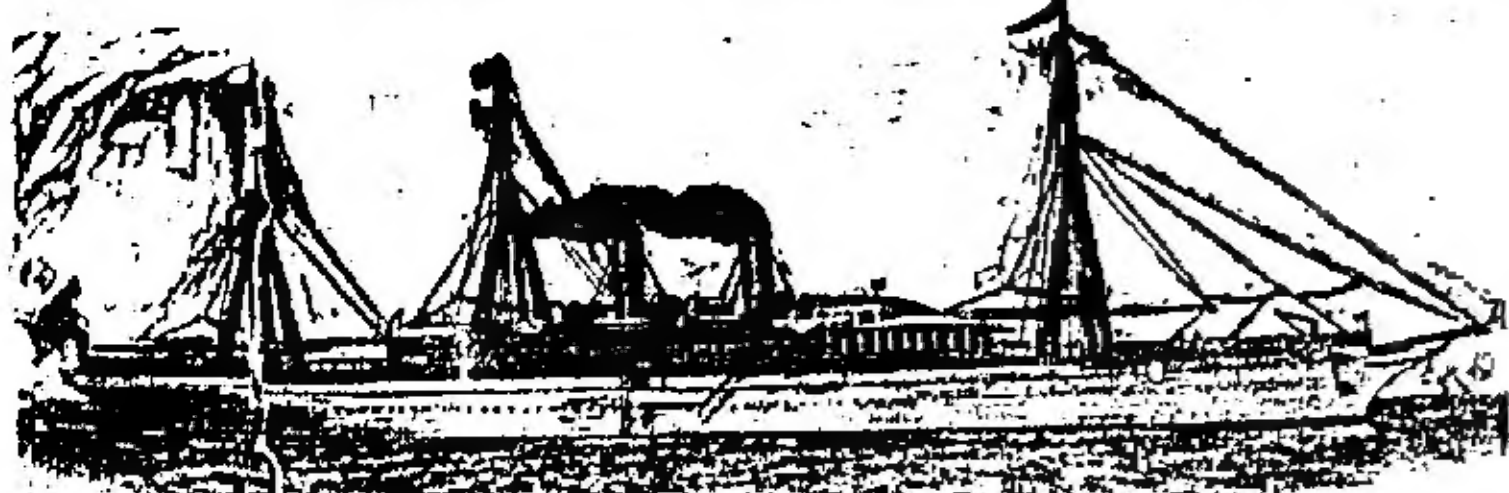
PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE

named for	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	SIMLA	About 15th June	Freight and Passage.
LONDON, &c.	BENGAL	Noon, 17th June	See Special Advertisement
SINGAPORE, COLOMBO & CALCUTTA	BANGA	About 17th June	Freight only.
LONDON & ANTWERP, Via SUEZ, PANAMA, COLON, SAN PEDRO DE MACORIS, &c.	PALERMO	About 27th June	Freight only.

* Calling at PANAMA if sufficient inducement offered.
For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, June 10, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.
Saving 8 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. EMPRESS OF INDIA	6000 TONS.....	WEDNESDAY, June 21.
R.M.S. TARTAR	4425 TONS.....	WEDNESDAY, July 5.
R.M.S. EMPRESS OF JAPAN	6000 TONS.....	WEDNESDAY, July 12.
R.M.S. EMPRESS OF CHINA	6000 TONS.....	WEDNESDAY, Aug. 2.
R.M.S. ATHENIAN	3882 TONS.....	WEDNESDAY, Aug. 9.

Hongkong to London, 1st Class, via St. Lawrence £20, via New York £22.
and 1st Class Rail, £40. " " £42.

THE magnificent 'EMPRESS' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR AND ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and ROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, PEDDER STREET.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOBI, KOBÉ & YOKOHAMA, FOR

OPERATING IN CONJUNCTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPIAIN	To SAIL AT DAYLIGHT ON
NICOMEDIA	4370	WAGNER	June 23, 1905.
NUMANTIA	4370	BRIDGER	July 16, 1905.
ARABIA	4443	MEYERHOF	Aug. 6, 1905.
ARAGONIA	5198	SCHULTZ	Aug. 26, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, June 10, 1905.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

For	STEAMERS	LEAVING
SHANGHAI, Via SWATOW, AMOY AND FOCHOW.	CLARA JENSEN, Capt. BRIDGER	WEDNESDAY, June 14, 10 a.m.
ANPING, Via SWATOW AND AMOY.	PROLISE, Capt. THORNSPENSE	FRIDAY, June 16, 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	FRITHJOF, Capt. H. HARALDSEN	SUNDAY, 18th June, 8 a.m.

ON account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

Proposed SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
PLEIADES	3763	F. G. Purlington	About June 30.
SEAWAY	9806	E. V. Roberts	About July 12.
TREMONT	9806	T. W. Garlick	About Aug. 8.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Seaway and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, May 9, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED,
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	FOXTON HALL	15th June.
GLASGOW AND LIVERPOOL	AXAX	23rd June.
GLASGOW AND LIVERPOOL	INDOMENUE	30th June.
GLASGOW AND LIVERPOOL	STENTON	7th July.
GLASGOW AND LIVERPOOL	PATROCHUS	14th July.
GLASGOW AND LIVERPOOL	KEESON	18th July.
GLASGOW AND LIVERPOOL	PAULINA	18th July.
GLASGOW AND LIVERPOOL	ACHILLES	28th July.

HOMEWARDS.

STEAMERS	TO SAIL
* GENOA, MARSEILLES & LIVERPOOL, DEUCALION	20th June.
AMSTERDAM, LONDON & ANTWERP, CALCHAS	20th June.
LONDON, AMSTERDAM & ANTWERP, TYRON	4th July.
LONDON, AMSTERDAM & ANTWERP, GAUCUS	18th July.
* GENOA, MARSEILLES & LIVERPOOL, TELEMACHUS	20th July.
LONDON, AMSTERDAM & ANTWERP, AXAX	1st August.
LONDON, AMSTERDAM & ANTWERP, DOMENEUS	15th August.
* GENOA, MARSEILLES & LIVERPOOL, STENTON	20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES OF
AMERICA AND CANADA.

EASTWARD.

STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND YANGETZE	14th June.
ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBÉ & YOKOHAMA, KLEMON	19th July.

WESTWARD.

STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA, AND PACIFIC COAST	20th June.
ALL PACIFIC COAST PORTS, VIA NAGASAKI, KOBÉ & YOKOHAMA, KLEMON	19th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 9, 1905.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SHANGHAI	Yochow	14th June.
SWATOW, WEIHAIWEI, CHEFOO AND TIENTSIN	CHIBILI	20th June.
CEBU & ILOILO	Kaifong	22nd June.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon in command.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. * Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, June 10, 1905.

HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamships	Tons	Captains	For	Sailing Dates
RUBI	2540	A. H. Notley	Manila	June 17, at Noon.
ZAFIRO	2540	R. Rodger	Manila	June 24, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, June 12, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.



FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. NORDPOL	About 22nd June.
S.S. INDRAWADI	About 26th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, June 12, 1905.

REGULAR

STEAMSHIP SERVICE TO NEW YORK,
via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

Proposed SAILINGS FROM HONGKONG

STEAMERS

TO SAIL

1905.

MONTROSE

About June 27.

ST HUGO

About July 15.

SHIMOSA

To follow.

For Freight and further information, apply to

DODWELL & CO., LTD.,
Agents.

Hongkong, June 9, 1905.



THE Austrian Lloyd's Steam Navigation Co.'s Steamer

MARIA VALERIE

having met with an accident, her SAILING DATE has been INDEFINITELY POSTPONED.

SANDER, WIELER & Co.,
Agents.

Princes' Building.

Hongkong, May 30, 1905.

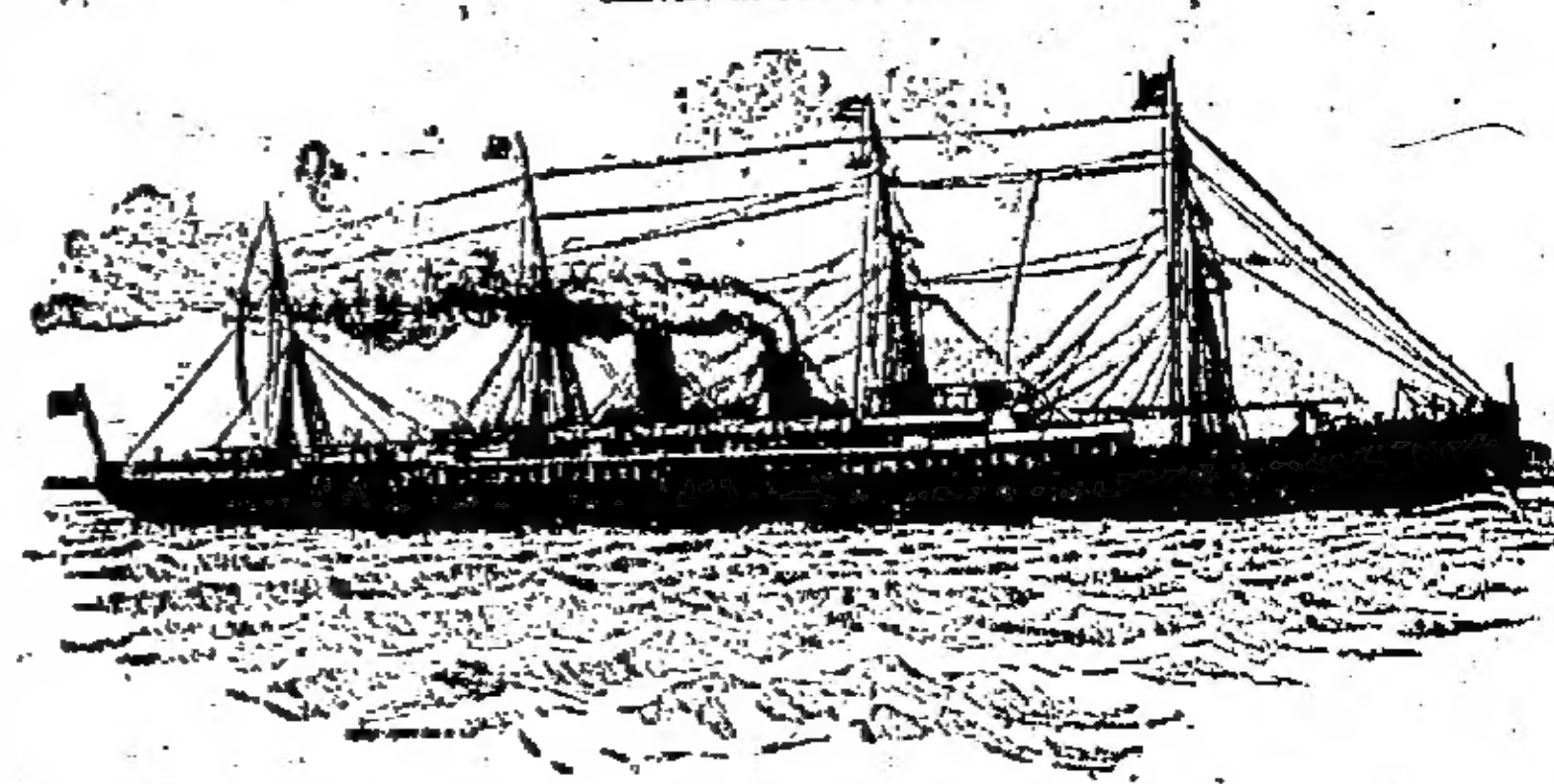
Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND
ORIENTAL S.S. CO. TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
COPTIC 4,362 Gross Tons.	THURSDAY, 22nd June, at Noon.
SIBERIA 11,234	THURSDAY, 6th July, at Noon.
MONSIEUR 11,234	TUESDAY, 18th July, at Noon.
CHINA 5,000	FRIDAY, 28th July, at Noon.
DORIC 4,784	FRIDAY, 11th August, at Noon.
MANOHURIA 13,639	FRIDAY, 18th Aug., at Noon.
KOREA 11,276	FRIDAY, 1st Sept., at Noon.

Record Trip Yokohama to San Francisco made by a.s. KOREA, 11,276 tons, Oct. 18th-28th, 1902; 10 days, 16 hours.

THE P. M. Steamship COPTIC will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, (INLAND SEA) YOKOHAMA, and HONOLULU on THURSDAY, the 22nd June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

S. SILVERSTONE, Agent.

Hongkong, June 13, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SOURABAYA AND SAMARANG	CHUNSHANG	WEDNESDAY, June 14, at 3 p.m.
* SINGAPORE, PENANG AND CALCUTTA	NAMSANG	WEDNESDAY, June 14, at Noon.
TIENTSIN	WOSANG	FRIDAY, June 16, at Noon.
+ SHANGHAI	KWONGSANG	FRIDAY, June 16, at 3 p.m.
* MANILA	LOONGSANG	FRIDAY, June 16, at 4 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

756

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks—

S.S.	Captain	For
S.S. SWANLEY	J. P. DAWSON	Manila
S.S. COURTFIELD	J. W. MARTIN	Manila
S.S. CORNFIELD	W. E. STEELE	Manila
S.S. IKBAL	M. ROBERTSON	Manila
S.S. ABODI	C. E. COX	Manila
S.S. LOHLAN	J. G. WILLIAMSON	Manila
S.S. IYEM	E. S. PALMER	Manila
S.S. SIKH	J. ROWLEY	Manila
S.S. SOFALA	GET SHEPHERD	Manila
S.S. INDRAHAMA	R. P. CHAVEN	Manila
S.S. INDRAVELLI	J. CULLINGTON	Manila
S.S. SEALDA	GEOR. BROWN	Manila
S.S. CATHERINE PARK	COPP	Manila
S.S. INKULA	DEAN	Manila

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

JAVA-CHINA-JAPAN LINE

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half July	JAVA PORTS	Second half July
TJILATJAP	JAVA PORTS	First half July	JAPAN, via SHANGHAI	First half July
TJIDAH	JAPAN	Second half June	JAVA PORTS	Second half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India and through D.L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,

Java-China-Japan Lijn,
ALEXANDRA BUILDINGS.

TELEPHONE No. 375.

Hongkong, June 8, 1905.

FOR NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

KENNEBEC

will be despatched for the above ports

on EARLY JULY, 1905.

For Freight, etc., Apply to

STANDARD OIL COMPANY

OF NEW-YORK,

Oriental Freight Department,

4 Des Vaux Road Central.

Hongkong, May 18, 1905.

FOR CANTON.

THE new and fast Twin-Screw Steamer

SAN CHEUNG,

951 Tons, Captain J. McGINTY, will leave for Canton at 9 a.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hong

Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

December 5, 1904.

2181

OSAKA HOTEL,
NAKANOSHIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT CUISINE.

R. EARI, Manager.

December 5, 1904.

2182

CHAMPAGNE.
VEUVE CLICQUOT PONSARDIN
RHEIMS.

Maison fondée en 1788. WERLE & Cie, Succrs.

ENGLAND DEMI SEC, ENGLAND SEC, DRY ENGLAND, (EXTRA DRY).

\$48 per case of 12/1 or 24/2 bottles.

When asking for 'CLICQUOT,' that is to say, for the genuine 'LA VEUVE CLICQUOT,' the public are cautioned against accepting other brands with closely resembling names and labels.

APPLY TO—

CHINA EXPORT-IMPORT & BANK-CIE,
SOLE AGENTS FOR CHINA AND JAPAN.

2, CONNAUGHT ROAD, HONGKONG.

Hongkong, May 9, 1905.

538

Notices to Consignees.

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENANTI.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the HONGKONG AND KOWLOON WHARF and GODOWN CO., LIMITED, whomever and from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 10th Inst., will be subject to rent.

All Claims against the Steamer must be made to the Undersigned on or before 28th Inst., or they will not be received. Broken, chafed, and damaged Goods to be left in the Godowns where they will be examined on the 10th Inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 12, 1905.

1139

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER JATA.

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUZ, AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF and GODOWN CO., LIMITED, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c. ex s.s. Arabia. Optional Goods will be landed here unless instructions are given to the contrary before 3 p.m., 10 days. Goods not cleared by the 15th Inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival hereafter which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, June 9, 1905.

1126

THE FIRST CHINESE NEWSPAPER

EVER ISSUED UNDER

PURELY NATIVE DIRECTION.

The Chinese Mail

報日字華

THE LEADING CHINESE POLITICAL AND

COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE

TELEGRAPHIC NEWS FROM

NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE

VARIOUS PORTS IN CHINA AND JAPAN

\$4 per Annum delivered in Hongkong

\$12.50 to all other Ports.

6, WYNDHAM STREET, HONGKONG.

Orders booked by Manager, CHINA MAIL.

CHINESE SCHOOL BOOK

H. T. T. T. T. T.

Translated into English

by Dr. E. J. EITEL.

Price: 40 Cents.

CHINA MAIL Office 5 Wyndham Street

THE STRIKE IN CHICAGO.

SAN FRANCISCO, May 4.—Serious rioting has resulted from the importation of thousands of non-union workers into Chicago, several of whom were shot, while many others were injured by being struck with stones thrown by an infuriated mob. The strike is rapidly developing into a general industrial upheaval in which the hoodlum element is taking advantage of the disturbed conditions to commit the most audacious crimes. The entire force of State troops, police, and special constables, is actively engaged in suddenly in different parts of the city, and it is announced that unless the rioting ceases, an urgent call will be made for Federal troops. There are now six trades involved in the strike.

The first union to stop work was the garment workers, who sought for shorter hours and the abolition of the so-called sweating shops. These workers number at least four thousand and include hundreds of women and children. The teamsters union voted to strike for an eight-hour day, and the States Federation decided to lend financial assistance. Since then, four more trades are at a standstill owing to a decision of the City Labour Council to begin at once a number of sympathetic strikes to compel the employers to grant the demands of the garment workers and teamsters. The strikers remain firm in their demands, but show no disposition to accept arbitration. In a statement made to-day from the headquarters, the rioting is severely denounced and another warning has been issued to the strikers to abstain from any participation in the disturbances. President Compers, of the American Federation of Labour, is expected in Chicago from Washington. It is understood that the executive council of the Federation has endorsed the strike.

THE PARIS PLOT.

Amusing Contraptions.

PARIS, April 10.—The President is mightily amused in a private way, of course—over Captain Tamburini's plot to kidnap him and put Prince Victor Bonaparte in his place.

'My friends,' says M. Loubet, 'have been urging me to accept the second term of office which, they assure me, the country would accord to me. If anything could induce me to agree to this project of a coup d'Etat, What fun!'

And what a first-rate name for the author of this back-parlor plot! Tamburini! It irresistibly suggests a farcical comedy, a burlesque, a roaring extravaganza. 'Why should not the comic theatres take it up? The gallant Captain Tamburini himself, appearing on the stage, would be worth five hundred pounds a night. Monsieur le Capitaine Tamburini has enriched the colloquialisms of the world with a new phrase. We speak of 'the Greek Kalends,' a 'blue moon,' 'the coming of the Cossigrues,' to signify a time which will never happen.

And now we have 'the Idea of Mary.' Beware 'the Idea of Mary,' runs the Bonapartist warning to President Loubet. 'A misprint,' exclaims the English reader. 'A misprint,' everybody, in his or her charity, exclaims. 'A misprint,' I myself, being a charitable person, surmised.

But no. Monsieur le Capitaine Tamburini has given the name *Aux Idees de Marie* has to the secret depots wherein the plotters have stored the uniforms and the muskets wherewith they were to equip the rag-tag-and-bob-tail 'regiment' of 'six hundred men' for the capture of the Elysée Palace and the kidnapping of its admirable President.

It is more than three months since the first overtures of the plot for the restoration of the Bonapartes were made. The cradle of the plot was the Rochefort garrison. 'Our uniforms, our powder and shot,' etc., etc., are tactically distributed in places round about Paris. And here are the detectives, the ordinary police—M. Lepine's smartest men—rummaging and hurrying all over the country in search of hidden rifles and ammunition. They are tapping the walls of houses, they are digging up cabbage gardens—*mais on n'a rien trouvé*.

Some officers of the Army are telling how they were approached by Tamburini. Some members of the Chamber of Deputies—e.g., M.M. Dion, Flaudin, Lascies—alleged to have been in the 'plot,' have hurried in hot indignation to the Minister of the Interior, and violently protested against any association of their name with the name of Tamburini.

Beware of a Cough.

NOW is the time to get rid of that cough, for if you let it hang on no one can tell what the end may be. Others have been cured of their coughs very quickly by using Chamberlain's Cough Remedy. Why not you? For sale by All Dealers. WATKINS & Co., Ltd., General Agents.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, CHINA AND JAPAN, Narrated to the SOCIETY OF THE 'MISSIONS' ESTABLISHED.

(Translated by EDWARD HARPER PARKER. Reprinted from 'THE CHINA REVIEW.' PRICE ONE DOLLAR.)

FOR SALE at The CHINA MAIL OFFICE, 5, Wyndham Street.

Hotels.

KING EDWARD
HOTEL.A HIGH-CLASS PRIVATE
HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong, June 10, 1902.

1213

VICTORIA HOTEL,

SHAMSEEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL,

MACAO, CHINA.

In the Centre of Praya Graing.

BOTH Hotels under Experienced

European Management.

Every Comfort and Convenience for Resi-

dents and Tourists.

Wm. FARMER, Proprietor.

Hongkong, June 6, 1905.

489

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL,

KOWLOON.

A High-class Tourist's Hotel under Ameri-

can Management. First-class Cui-

sine, Beautiful Garden.

Moderate Charges.

J. W. OSBORNE,

Proprietor and Manager.

Hongkong, November 22, 1904.

133

ZETLAND HOUSE.

SUPERIOR ACCOMMODATION

(Opposite Connaught House).

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

MRS. WATLING, Proprietress.

Hongkong, July 27, 1904.

1374

TANG YUEN.

BOARDING ESTABLISHMENT.

Splendid View of Harbour.

No. 18 MACDONNELL ROAD.

Under European Management.

Apply at the House.

At FAIRALL & CO.,

Opposite Hongkong Hotel.

Hongkong, June 10, 1903.

97

Contractors.

QUONG YICK,

CONTRACTOR AND HOUSEBUILDER.

No. 37, QUEEN'S ROAD EAST.

CONTRACTOR TO H.B.M.'s Govern-

ment. We have always a large stock

of BUILDING MATERIALS at Moderate

Prices.

Hongkong, March 20, 1905.

593

HUNG SHING,

BUILDING CONTRACTOR.

No. 37, D'AGUIAR STREET.

CONTRACTOR TO

H. B. M.'s GOVERNMENT, &c., &c.

Hongkong, March 23, 1905.

623

SING YUEN,

CONTRACTOR AND HOUSEBUILDER.

No. 33, D'AGUIAR STREET.

CONTRACTOR TO THE P.W.D. from

1901 to 1902, and Admiralty, &c., &c.

We keep a large stock of Building Ma-

terials, also Timber at very Low Prices.

Hongkong, March 22, 1905.

613

KWONG HEP LOONG

CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

BOILER MAKERS, BRASS AND

IRON FOUNDERS.

OFFICE:—No. 64, DES VŒUX ROAD

CENTRAL.

ALL Work done in this Establishment

is guaranteed. We have 32 years'

experience. Our Dry Docks are next to

Cosmopolitan Docks (Sam Sui Po) and can

accommodate any craft of 160 feet long.

We have at present 4 new fast Steam

Launches for Sale.

Hongkong, February 25, 1905.

398

A CHOO & CO.,

99, DES VŒUX ROAD, CENTRAL.

GENERAL STOREKEEPERS,

AND

NAVAL CONTRACTORS,

AND

COAL MERCHANTS.

HAVE always on hand an Ample Stock.

Supplies executed at shortest notice.

Well-directed Steam-launches kept for

Picnic parties and for Towing purposes.

PRICES VERY MODERATE.

Telephone No. 160.

Hongkong, November 1, 1904.

1791

A RAMBLE THROUGH SOUTHERN

FORMOSA.

By G. TAYLOR, I. M. Customs

With Woodcuts

[Reprinted from 'The China Review']

One of the Best Sketches of Formosa Life

yet written.

Price

CHINA MAIL Office, 5 Wyndham Street

Hongkong.

Contractors.

WING ON,
CONTRACTOR AND HOUSEBUILDER.
No. 34, D'AGUIAR STREET.
CONTRACTOR TO H.B.M.'s Govern-
ment, War Department and Admiralty,
&c., &c. We keep always in stock a
large supply of Building Materials at very
reasonable Prices.
Hongkong, March 22, 1905.

614

THE PO YICK COY.

CONTRACTORS & HOUSEBUILDERS.

No. 259, QUEEN'S ROAD EAST, WANCHAI.

CONTRACTORS TO H.B.M.'s War De-

partment and Admiralty. We keep

always in Stock a Large Supply of Timber

at Reasonable Prices.

Hongkong, February 18, 1905.

337

Tung Tai Tseung Kee Co.

ENGINEERS AND SHIPBUILDERS.

No. 259, QUEEN'S ROAD EAST, WANCHAI.

BOILER MAKERS AND COFFEE-SUITERS.

No. 25, PRAYA EAST, WANCHAI.

Call Flag O.

Hongkong, February 18, 1905.

350

KWONG FOOK CHEONG

SHIP'S CARPENTER,

BOAT AND LAUNCH BUILDER.

ENGINEER AND BOILER MAKER.

HAS EVERY KIND OF TIMBER FOR SALE.

55, PRAYA EAST, HONGKONG.

Hongkong, March 20, 1905.

591

SHUN LEE & CO.,

SHIP'S CARPENTER.

Boat Builder, Black Smith & Caulker.

All kinds of Timber for Sale.

No. 50, PRAYA, WANCHAI.

C. CHUNG HEE, Manager.

Hongkong, March 20, 1905.

593

KENG TAK CHEONG,

GENERAL CONTRACTOR

For Preparing

SITE, BUILDING AND RECLAMATION WORKS.

BLACKSMITH, JETTY AND LIGHTER

BUILDER AND MAJOR.

No. 38, D'AGUIAR STREET.

CONTRACTOR TO THE War Department,

&c., &c. Every Order promptly at-

tended to. Let Class Testimonials. Com-

munications please address to Mr. T. KENG.

Hongkong, March 22, 1905.

611

A WING & CO.

CONTRACTORS & HOUSEBUILDERS.

No. 75, QUEEN'S ROAD EAST.

ALL Communications, please address to

Mr. ANDREW TSANG WING.

Hongkong, February 12, 1905.

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TUNG ON,

CONTRACTOR AND BUILDER.

No. 26, D'AGUIAR STREET.

CONTRACTOR TO H. B. M.'s Govern-

ment, &c., &c. Communications

please address to Mr. TUNG ON. Also,

every kind of Building Materials for Sale.

Hongkong, March 23, 1905.

624

Yau On,

HOUSEBUILDER AND CONTRACTOR.

No. 40, HOLLYWOOD ROAD.

CONTRACTOR TO THE Admiralty and

Chinese Government. Matched

Builder, and House Painter. Always in

stock a large supply of Building Materials.

Hongkong, March 10, 1905.

519

Lam Woo & Co.,

(Formerly Lam Woo & Co.)

No. 12, LEE YUEN STREET (WEST).

CONTRACTORS & HOUSE

